Patent claims

1. A vehicle seat, especially for a motor vehicle, with an upholstery part made of a hard foam part (4) and a soft foam pad (5), characterized in that the upholstery part is designed as a seat part (1) and the hard foam part (4) has a surface which, at least in some regions, is shaped congruently to the vehicle floor (6) and, in the use position of the seat part (1), can be brought into a positive fit with the vehicle floor (6), the seat part (1) being releasable from the positive fit and being shiftable into a not-in-use position by means of a hinge mechanism (13).

2. The vehicle seat as claimed in claim 1, characterized in that the hard foam part (4) is composed of expanded polypropylene particle foam (EPP).

3. The vehicle seat as claimed in either of claims 1 and 2, characterized in that the positive fit can be produced at least between a surface (10) of the vehicle floor (6), which surface extends essentially transversely with respect to the driving direction and vertically, and a surface (11), which runs parallel thereto, of the hard foam part (4).

4. The vehicle seat as claimed in claim 3, characterized in that the surface (11, 12) of the vehicle floor (6) is part of a support-like forward arching (9) of the vehicle floor (6), said forward arching running horizontally and transversely with respect to the direction of travel (Y direction), and the surface of the hard foam part (4) is part of a first recess, which runs in the same direction, in the hard foam part (4).

5. The vehicle seat as claimed in one of the preceding claims, characterized in that the hinge

mechanism (13) comprises a hinge arm (14) which is connected at one end in an articulated manner to the vehicle floor (6) and is connected at its other end in an articulated manner to the hard foam part (4) in such a manner that the seat part (1) can be brought out of its use position into a not-in-use position shifted parallel thereto.

6. The vehicle seat as claimed in claim 5, characterized in that both hinges (15, 16) have axes of rotation extending in the Y direction, with the hinge (16) assigned to the hard foam part (4), in the use position of the seat part (1), being offset rearward counter to the direction of travel (X direction) in relation to the hinge (15) assigned to the vehicle floor (6).

7. The vehicle seat as claimed in claim 5 or 6, characterized in that the hinge (16) assigned to the hard foam part (4) can be latched therein during installation of the seat part (1).

8. The vehicle seat as claimed in one of claims 5 to 7, characterized in that, in the not-in-use position, the seat part (1) can be brought into a positive fit with the arching (9) of the vehicle floor (6) by means of a second recess in the hard foam part (4).

9. The vehicle seat as claimed in one of the preceding claims, characterized in that the upper side of the hard foam part (4) is designed such that it drops rearward in the form of a ramp.

10. The vehicle seat as claimed in claim 9, characterized in that a virtual straight line (G) running between the surface of the first recess and the ischial tuberosity (12) of the seat occupant is

inclined by an angle of 25° to 35°, preferably approximately 30°, with respect to the horizontal.

11. The vehicle seat, in particular as claimed in one of claims 5 to 10, characterized in that the seat part (1) is operatively connected to a pivotably mounted backrest (2) of the vehicle seat in such a manner that, when the backrest (2) is folded forward from the upright use position into a not-in-use position, the seat part (1), for its part, is shifted from the use position into the not-in-use position.

12. The vehicle seat as claimed in claim 11, characterized in that the backrest (2) is connected rotatably to a transmission linkage (18) which is arranged offset with respect to the pivot axis (20) of said backrest and by means of which a rotation of the hinge arm (14) can be brought about.

13. The vehicle seat as claimed in claim 12, characterized in that the transmission linkage (18) is equipped at its end assigned to the hinge arm (14) with a rack-like toothing (21) which is suitable, in conjunction with a circular mating toothing (22) formed on the hinge arm (14), for producing a torque about one of its hinges (15, 16).

14. The vehicle seat as claimed in claim 13, characterized in that the mating toothing (22) is formed in the region of that hinge (15) of the hinge arm (14) which is assigned to the vehicle floor (6).